

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

CB17F

SUBDIVISION: CITY OF SILVERTON CODE# 061-72522

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 09/18/01

CONTACT: DAVE EMERICK, P.E. PHONE # (513) 791-1700 (THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 791-1936 E-MAIL Demerick@cds-assoc.com

PROJECT NAME: STOLL LANE IMPROVEMENTS

SUBDIVISION TYPE

(Check Only 1)

- ☐ 1. County
☒ 2. City
☐ 3. Township
☐ 4. Village
☐ 5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☐ 1. Grant \$.00
☒ 2. Loan \$ \$562,500.00
☐ 3. Loan Assistance \$ _____

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
☐ 2. Bridge/Culvert
☐ 3. Water Supply
☐ 4. Wastewater
☐ 5. Solid Waste
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 625,000.00 FUNDING REQUESTED: \$ 562,500.00

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ _____ LOAN ASSISTANCE: \$ _____

SCIP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

RLP LOAN: \$ 562,500 RATE: 0 % TERM: 20 yrs.

(Check Only 1)

☒ State Capital Improvement Program ☐ Small Government Program
☐ Local Transportation Improvements Program

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ / C _____
Local Participation _____ %
OPWC Participation _____ %
Project Release Date: ____ / ____ / ____
OPWC Approval: _____

APPROVED FUNDING: \$ _____
Loan Interest Rate: _____ %
Loan Term: _____ years
Maturity Date: _____
Date Approved: ____ / ____ / ____
SCIP Loan _____ RLP Loan _____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)		FORCE ACCOUNT TOTAL DOLLARS DOLLARS	
a.)	Basic Engineering Services:	\$	_____
	Preliminary Design	\$	_____
	Final Design	\$	_____
	Bidding	\$	_____
	Construction Phase	\$	_____
	Additional Engineering Services	\$	_____
	*Identify services and costs below.		
b.)	Acquisition Expenses:		
	Land and/or Right-of-Way	\$	_____
c.)	Construction Costs:	\$	567,525.00
d.)	Equipment Purchased Directly:	\$	_____
e.)	Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)	\$	_____
f.)	Construction Contingencies:	\$	57,475.00
g.)	TOTAL ESTIMATED COSTS:	\$	625,000.00

*List Additional Engineering Services here:
Service:

Cost:

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ <u> .00</u>	<u> </u>
b.) Local Revenues	\$ <u> 62,500.00</u>	<u> 10%</u>
c.) Other Public Revenues	\$ <u> .00</u>	<u> </u>
ODOT	\$ <u> .00</u>	<u> </u>
Rural Development	\$ <u> .00</u>	<u> </u>
OEPA	\$ <u> .00</u>	<u> </u>
OWDA	\$ <u> .00</u>	<u> </u>
CDBG	\$ <u> .00</u>	<u> </u>
OTHER <u> </u>	\$ <u> .00</u>	<u> </u>
 SUBTOTAL LOCAL RESOURCES:	 \$ <u> 62,500.00</u>	 <u> 10%</u>
d.) OPWC Funds		
1. Grant	\$ <u> .00</u>	<u> </u> %
2. Loan	\$ <u> 562,500.00</u>	<u> 90%</u>
3. Loan Assistance	\$ <u> .00</u>	<u> </u>
 SUBTOTAL OPWC RESOURCES:	 \$ <u> 562,500.00</u>	 <u> 90%</u>
e.) TOTAL FINANCIAL RESOURCES:	\$ <u> 625,000.00</u>	<u> 100%</u>

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# Sale Date:

STATUS: (Check one)

Traditional
Local Planning Agency (LPA)
State Infrastructure Bank

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 625,000.00

TOTAL PORTION OF PROJECT NEW/EXPANSION \$.00

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>06 / 29 / 02</u>	<u>11 / 01 / 02</u>
4.2 Bid Advertisement and Award:	<u>11 / 25 / 02</u>	<u>12 / 19 / 02</u>
4.3 Construction:	<u>02 / 03 / 03</u>	<u>07 / 25 / 03</u>
4.4 Right-of-Way/Land Acquisition:	<u>N/A</u>	<u>N/A</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE

OFFICER Mr. David M. Waltz
TITLE City Manager
STREET City of Silverton
6860 Plainfield Road
CITY/ZIP City of Silverton, Ohio 45236
PHONE (513) 936-6240
FAX (513) 936-6247
E-MAIL Dwaltz@cinci.rr.com

5.2 CHIEF FINANCIAL

OFFICER Mr. David M. Waltz
TITLE City Manager
STREET City of Silverton
6860 Plainfield Road
CITY/ZIP City of Silverton, Ohio 45236
PHONE (513) 936-6240
FAX (513) 936-6247
E-MAIL Dwaltz@cinci.rr.com

5.3 PROJECT MANAGER

TITLE Mr. David M. Emerick, P.E.
STREET City Engineer
CDS Associates, Inc.
11120 Kenwood Road
CITY/ZIP Cincinnati, Ohio 45242
PHONE (513) 791-1700
FAX (513) 791-1936
E-MAIL Dmerick@cds-assoc.com

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [] below that each item listed is attached.

- [x] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [x] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO, which identifies a specific revenue source for repaying the loan also, must be attached. Both certifications can be accomplished in the same letter.
- [x] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- [N/A] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [N/A] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [x] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [x] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements, which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

David M. Waltz, City Manager

Certifying Representative (Type or Print Name and Title)

 9/21/01
Signature/Date Signed

CDS Associates, Inc.						
PRELIMINARY OPINION OF CONSTRUCTION COST						
Project: STOLL LANE - ELWYNNE AVE TO OAK ROAD		DATE: 8/30/01		SCIP		
CITY OF SILVERTON		PROJECT: 2001014-00				
Item No.	Spec No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
1	202	PAVEMENT EXCAVATION	1,850	CY	\$30.00	\$55,500.00
2	203	SUBGRADE COMPACTION	5,450	SY	\$2.00	\$10,900.00
3	301	BITUMINOUS AGGREGATE BASE, 6"	910	CY	\$75.00	\$68,250.00
4	304	AGGREGATE BASE	450	CY	\$35.00	\$15,750.00
5	403	ASPHALT CONCRETE LEVELING COURSE, 1"	160	CY	\$85.00	\$13,600.00
6	404	ASPHALT CONCRETE SURFACE COURSE, 1-1/2"	240	CY	\$85.00	\$20,400.00
7	604	CATCH BASIN, CB-3	8	EA	\$2,000.00	\$16,000.00
8	608	CURB RAMPS	1,000	SF	\$5.50	\$5,500.00
9	452	CONCRETE DRIVEWAY APRON REMOVAL AND REPL.	4,000	SF	\$6.00	\$24,000.00
10	609	REMOVE AND REPLACE CURB AND GUTTER	3,360	LF	\$22.00	\$73,920.00
11	614	MAINTAINING TRAFFIC	1	LS	\$10,000.00	\$10,000.00
		SUBTOTAL				\$313,820.00
		CONTINGENCIES AT 10% ±				\$32,180.00
		TOTAL PRELIMINARY OPINION OF CONSTRUCTION COST				\$346,000.00

CDS Associates, Inc.						
PRELIMINARY OPINION OF CONSTRUCTION COST						
Project: STOLL LANE - ELWYNNE AVE TO OAK ROAD		DATE: 8/30/01		SCIP		
CITY OF SILVERTON		PROJECT: 2001014-00				
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2	203	SUBGRADE COMPACTION	5,450	SY	\$2.00	\$10,900.00
3	301	BITUMINOUS AGGREGATE BASE, 6"	910	CY	\$75.00	\$68,250.00
4	304	AGGREGATE BASE	450	CY	\$35.00	\$15,750.00
5	403	ASPHALT CONCRETE LEVELING COURSE, 1"	160	CY	\$85.00	\$13,600.00
6	404	ASPHALT CONCRETE SURFACE COURSE, 1-1/2"	240	CY	\$85.00	\$20,400.00
7	604	CATCH BASIN, CB-3	8	EA	\$2,000.00	\$16,000.00
8	608	CURB RAMPS	1,000	SF	\$5.50	\$5,500.00
9	452	CONCRETE DRIVEWAY APRON REMOVAL AND REPL.	4,000	SF	\$6.00	\$24,000.00
10	609	REMOVE AND REPLACE CURB AND GUTTER	3,360	LF	\$22.00	\$73,920.00
11	614	MAINTAINING TRAFFIC	1	LS	\$10,000.00	\$10,000.00
		SUBTOTAL				\$313,820.00
		CONTINGENCIES AT 10% ±				\$32,180.00
		TOTAL PRELIMINARY OPINION OF CONSTRUCTION COST				\$346,000.00

CDS Associates, Inc.						
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Project: STOLL LANE - ELWYNNE AVE TO OAK ROAD		DATE: 8/30/01		SCIP		
CITY OF SILVERTON		PROJECT: 2001014-00				
Item No.	Spec No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
1	202	PAVEMENT EXCAVATION	1,850	CY	\$30.00	\$55,500.00
2	203	SUBGRADE COMPACTION	5,450	SY	\$2.00	\$10,900.00
3	301	BITUMINOUS AGGREGATE BASE, 6"	910	CY	\$75.00	\$68,250.00
4	304	AGGREGATE BASE	450	CY	\$35.00	\$15,750.00
5	403	ASPHALT CONCRETE LEVELING COURSE, 1"	160	CY	\$85.00	\$13,600.00
6	404	ASPHALT CONCRETE SURFACE COURSE, 1-1/2"	240	CY	\$85.00	\$20,400.00
7	604	CATCH BASIN, CB-3	8	EA	\$2,000.00	\$16,000.00
8	608	CURB RAMPS	1,000	SF	\$5.50	\$5,500.00
9	452	CONCRETE DRIVEWAY APRON REMOVAL AND REPL.	4,000	SF	\$6.00	\$24,000.00
10	609	REMOVE AND REPLACE CURB AND GUTTER	3,360	LF	\$22.00	\$73,920.00
11	614	MAINTAINING TRAFFIC	1	LS	\$10,000.00	\$10,000.00
		SUBTOTAL				\$313,820.00
		CONTINGENCIES AT 10% ±				\$32,180.00
		TOTAL PRELIMINARY OPINION OF CONSTRUCTION COST				\$346,000.00

CDS Associates, Inc.						
PRELIMINARY OPINION OF CONSTRUCTION COST						
Project: STOLL LANE - ELWYNNE AVE TO OAK ROAD		DATE: 8/30/01		SCIP		
CITY OF SILVERTON		PROJECT: 2001014-00				
Item No.	Spec No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
1	202	PAVEMENT EXCAVATION	1,850	CY	\$30.00	\$55,500.00
2	203	SUBGRADE COMPACTION	5,450	SY	\$2.00	\$10,900.00
3	301	BITUMINOUS AGGREGATE BASE, 6"	910	CY	\$75.00	\$68,250.00
4	304	AGGREGATE BASE	450	CY	\$35.00	\$15,750.00
5	403	ASPHALT CONCRETE LEVELING COURSE, 1"	160	CY	\$85.00	\$13,600.00
6	404	ASPHALT CONCRETE SURFACE COURSE, 1-1/2"	240	CY	\$85.00	\$20,400.00
7	604	CATCH BASIN, CB-3	8	EA	\$2,000.00	\$16,000.00
8	608	CURB RAMPS	1,000	SF	\$5.50	\$5,500.00
9	452	CONCRETE DRIVEWAY APRON REMOVAL AND REPL.	4,000	SF	\$6.00	\$24,000.00
10	609	REMOVE AND REPLACE CURB AND GUTTER	3,360	LF	\$22.00	\$73,920.00
11	614	MAINTAINING TRAFFIC	1	LS	\$10,000.00	\$10,000.00
		SUBTOTAL				\$313,820.00
		CONTINGENCIES AT 10% ±				\$32,180.00
		TOTAL PRELIMINARY OPINION OF CONSTRUCTION COST				\$346,000.00

CDS Associates, Inc.									
PRELIMINARY OPINION OF CONSTRUCTION COST									
Project: STOLL LANE - ELWYNNE AVE TO OAK ROAD									
CITY OF SILVERTON									
DATE: 8/30/01									
PROJECT: 2001014-00									
SCIP									
Item No.	Spec No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost			
1	202	PAVEMENT EXCAVATION	1,850	CY	\$30.00	\$55,500.00			
2	203	SUBGRADE COMPACTION	5,450	SY	\$2.00	\$10,900.00			
3	301	BITUMINOUS AGGREGATE BASE, 6"	910	CY	\$75.00	\$68,250.00			
4	304	AGGREGATE BASE	450	CY	\$35.00	\$15,750.00			
5	403	ASPHALT CONCRETE LEVELING COURSE, 1"	160	CY	\$85.00	\$13,600.00			
6	404	ASPHALT CONCRETE SURFACE COURSE, 1-1/2"	240	CY	\$85.00	\$20,400.00			
7	604	CATCH BASIN, CB-3	8	EA	\$2,000.00	\$16,000.00			
8	608	CURB RAMPS	1,000	SF	\$5.50	\$5,500.00			
9	452	CONCRETE DRIVEWAY APRON REMOVAL AND REPL.	4,000	SF	\$6.00	\$24,000.00			
10	609	REMOVE AND REPLACE CURB AND GUTTER	3,360	LF	\$22.00	\$73,920.00			
11	614	MAINTAINING TRAFFIC	1	LS	\$10,000.00	\$10,000.00			
SUBTOTAL						\$313,820.00			
CONTINGENCIES AT 10% ±						\$32,180.00			
TOTAL PRELIMINARY OPINION OF CONSTRUCTION COST						\$346,000.00			

CDS Associates, Inc.						
PRELIMINARY OPINION OF CONSTRUCTION COST						
Project: STOLL LANE - ELWYNNE AVE TO OAK ROAD		DATE: 8/30/01		SCIP		
CITY OF SILVERTON		PROJECT: 2001014-00				
Item No.	Spec No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
1	202	PAVEMENT EXCAVATION	1,850	CY	\$30.00	\$55,500.00
2	203	SUBGRADE COMPACTION	5,450	SY	\$2.00	\$10,900.00
3	301	BITUMINOUS AGGREGATE BASE, 6"	910	CY	\$75.00	\$68,250.00
4	304	AGGREGATE BASE	450	CY	\$35.00	\$15,750.00
5	403	ASPHALT CONCRETE LEVELING COURSE, 1"	160	CY	\$85.00	\$13,600.00
6	404	ASPHALT CONCRETE SURFACE COURSE, 1-1/2"	240	CY	\$85.00	\$20,400.00
7	604	CATCH BASIN, CB-3	8	EA	\$2,000.00	\$16,000.00
8	608	CURB RAMPS	1,000	SF	\$5.50	\$5,500.00
9	452	CONCRETE DRIVEWAY APRON REMOVAL AND REPL.	4,000	SF	\$6.00	\$24,000.00
10	609	REMOVE AND REPLACE CURB AND GUTTER	3,360	LF	\$22.00	\$73,920.00
11	614	MAINTAINING TRAFFIC	1	LS	\$10,000.00	\$10,000.00
		SUBTOTAL				\$313,820.00
		CONTINGENCIES AT 10% ±				\$32,180.00
		TOTAL PRELIMINARY OPINION OF CONSTRUCTION COST				\$346,000.00

CDS Associates, Inc.

PRELIMINARY OPINION OF CONSTRUCTION COST
STOLL LANE - OAK ROAD TO SILVERTON SCHOOL
CITY OF SILVERTON

Project: DATE: 8/30/01
PROJECT: 2001014-00 SCIP

DATE: 8/30/01
PROJECT: 200101

SCIP

Item No.	Spec No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
1	255	CONCRETE PAVEMENT REMOVAL AND REPLACEMENT	500	SY	\$60.00	\$30,000.00
2	254	PAVEMENT PLANING	3,500	SY	\$3.50	\$12,250.00
3	403	ASPHALT CONCRETE LEVELING COURSE, 1"	120	CY	\$85.00	\$10,200.00
4	404	ASPHALT CONCRETE SURFACE COURSE, 1-1/2"	150	CY	\$85.00	\$12,750.00
5	604	CATCH BASIN, CB-3	8	EA	\$2,000.00	\$16,000.00
6	608	CURB RAMPS	250	SF	\$5.50	\$1,375.00
7	452	CONCRETE DRIVEWAY APRON REMOVAL AND REPL.	1,750	SF	\$6.00	\$10,500.00
8	609	REMOVE AND REPLACE CURB AND GUTTER	2,540	LF	\$22.00	\$55,880.00
9	614	MAINTAINING TRAFFIC	1	LS	\$5,000.00	\$5,000.00
10	SPL	UNDERSEALING	1	LS	\$20,000.00	\$20,000.00
		SUBTOTAL				\$173,955.00
		CONTINGENCIES AT 10% ±				\$17,045.00
		TOTAL PRELIMINARY OPINION OF CONSTRUCTION COST				\$191,000.00

CDS Associates, Inc.

PRELIMINARY OPINION OF CONSTRUCTION COST
 Project: STOLL LANE - SILVERTON SCHOOL TO MONTGOMERY ROAD
 CITY OF SILVERTON

DATE: 8/30/01
 PROJECT: 2001014-00

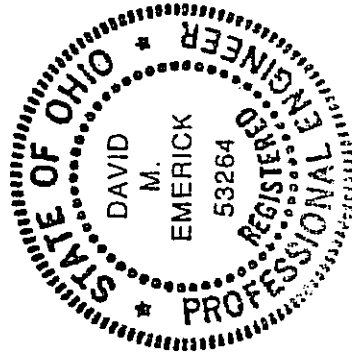
SCIP

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
1	255	CONCRETE PAVEMENT REMOVAL AND REPLACEMENT	200	SY	\$60.00	\$12,000.00
2	254	PAVEMENT PLANING	1,400	SY	\$3.50	\$4,900.00
3	403	ASPHALT CONCRETE LEVELING COURSE, 1"	50	CY	\$85.00	\$4,250.00
4	404	ASPHALT CONCRETE SURFACE COURSE, 1-1/2"	60	CY	\$85.00	\$5,100.00
5	604	CATCH BASIN, CB-3	4	EA	\$2,000.00	\$8,000.00
6	608	CURB RAMPS	800	SF	\$5.50	\$4,400.00
7	452	CONCRETE DRIVEWAY APRON REMOVAL AND REPL.	1,000	SF	\$6.00	\$6,000.00
8	609	REMOVE AND REPLACE CURB AND GUTTER	1,050	LF	\$22.00	\$23,100.00
9	614	MAINTAINING TRAFFIC	1	LS	\$5,000.00	\$5,000.00
10	SPL	UNDERSEALING	1	LS	\$7,000.00	\$7,000.00
		SUBTOTAL				\$79,750.00
		CONTINGENCIES AT 10% ±				\$8,250.00
		TOTAL PRELIMINARY OPINION OF CONSTRUCTION COST				\$88,000.00

USEFUL LIFE: UPON SATISFACTORY COMPLETION OF THE WORK, THE USEFUL LIFE OF THE STOLL LANE IMPROVEMENTS WILL BE 20 YEARS.

THE ABOVE OPINION OF CONSTRUCTION COST IS SUBJECT TO ADJUSTMENT UPON DETAILED CONSTRUCTION PLAN COMPLETION, AND UPON RECEIPT OF BIDS FROM QUALIFIED CONTRACTORS.

David M. Emerick 9/20/01
David M. Emerick, P.E. #53264 Date



The City of
Silverton

6860 PLAINFIELD ROAD
SILVERTON, OHIO 45236

BUSINESS: 513-936-6240
FAX: 513-936-6247

September 18, 2001

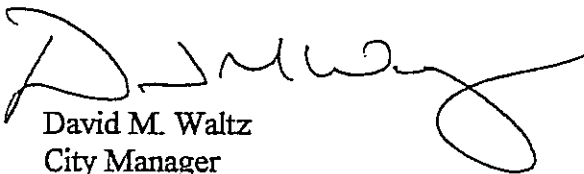
RE: Stoll Lane Improvements
Certification of Funds

To Whom It May Concern:

This is to certify that \$62,500, representing the local match for the Stoll Lane improvements project, will be available from the City of Silverton Road Fund on or before the dates listed for construction in Section 4.0 of the Application for Financial Assistance.

Please contact me if you have any further questions regarding the City of Silverton local commitment.

Sincerely,



David M. Waltz
City Manager

Cc: File

The City of
Silverton

6860 PLAINFIELD ROAD
SILVERTON, OHIO 45236

BUSINESS: 513-936-6240
FAX: 513-936-6247

January 8, 2002

Joe Cottrill
Hamilton County Engineer's Office
10480 Burlington Rd.
Cincinnati, OH 45231

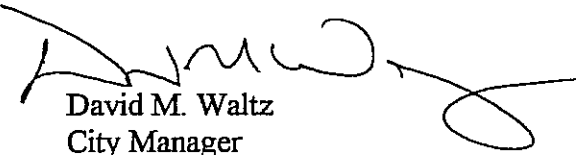
RE: OPWC Loan for Stoll Lane, City of Silverton

Dear Mr. Cottrill:

Please consider this letter as an official acceptance of a \$562,500 0% interest 20-year loan for improvements to Stoll Lane. Said loan will be repaid from the City's General Fund.

If you have any questions, feel free to contact me at 936-6240.

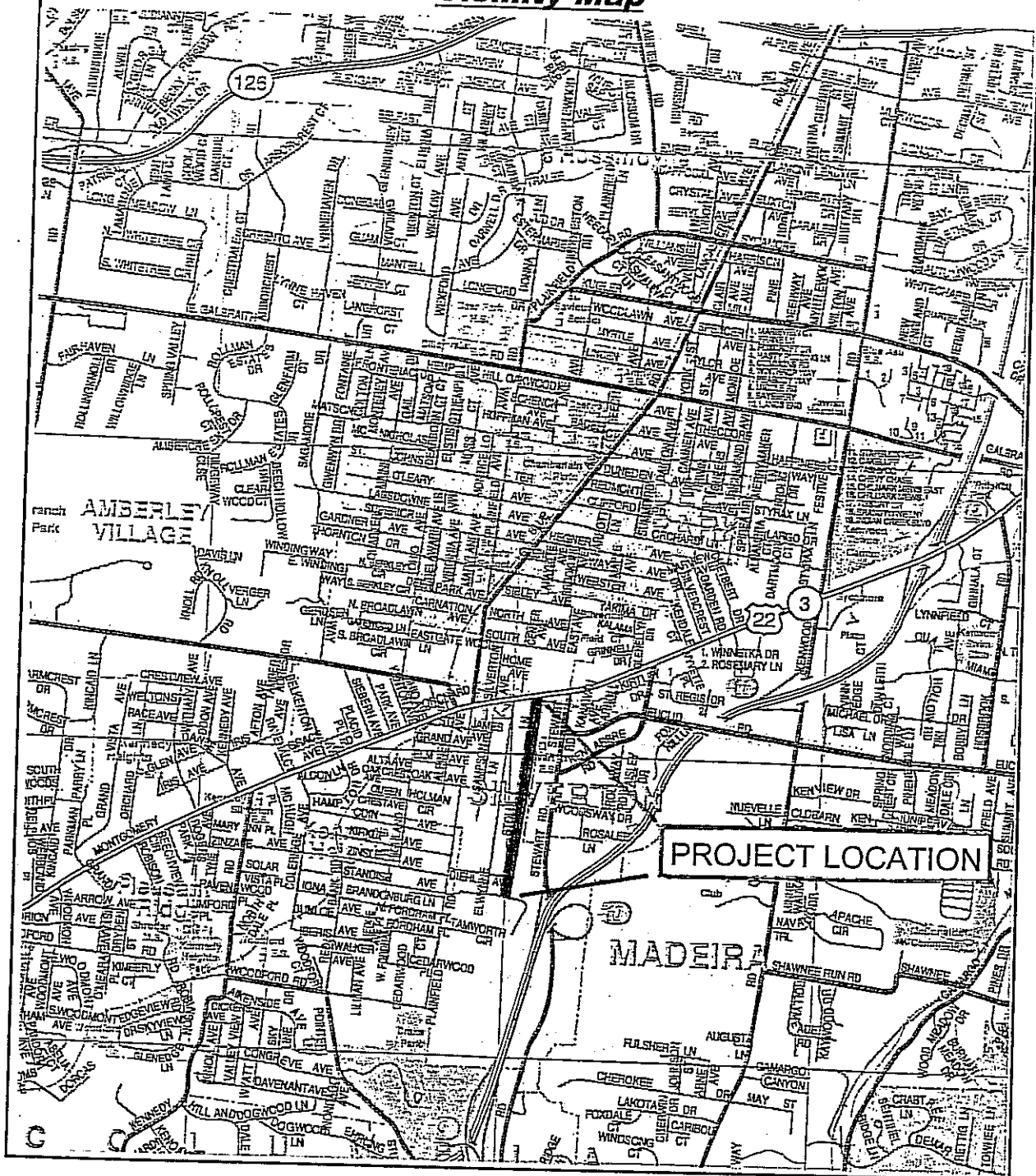
Sincerely,



David M. Waltz
City Manager

Stoll Lane Improvements City of Silverton, Ohio

Vicinity Map



TRAFFIC CERTIFICATION STATEMENT

This is to certify that the attached documentation regarding 24-hour traffic volume has been obtained by an actual mechanical count taken at the location and date noted on the traffic count printout.

David M. Emerick 9-20-01
David M. Emerick, P.E. Date
City Engineer

Comment Line 1
 Comment Line 2
 Comment Line 3
 Comment Line 4

CDS Associates, Inc.
 11120 Kenwood Rd.
 Cincinnati, Ohio 45242

Site Code : 002001014005
 Start Date: 09/18/2001
 File I.D. : H:\TRAFFIC\TA
 Page : 1

Street name :STOLL LN. Cross street:SOUTH OF MONTGOMERY RD.									
Begin Time	Tues. 09/18		Wed. 09/19		Thur. 09/20		Daily		Avg.
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	1	12	*	*	*	*	1		12
12:15	1	14	*	*	*	*	1		14
12:30	0	8	*	*	*	*	0		8
12:45	1	20	*	*	*	*	1		20
01:00	0	15	*	*	*	*	0		15
01:15	1	9	*	*	*	*	1		9
01:30	2	11	*	*	*	*	2		11
01:45	2	10	*	*	*	*	2		10
02:00	1	10	*	*	*	*	1		10
02:15	0	30	*	*	*	*	0		30
02:30	1	34	*	*	*	*	1		34
02:45	1	25	*	*	*	*	1		25
03:00	0	9	*	*	*	*	0		9
03:15	2	18	*	*	*	*	2		18
03:30	0	34	*	*	*	*	0		34
03:45	1	21	*	*	*	*	1		21
04:00	1	25	*	*	*	*	1		25
04:15	1	23	*	*	*	*	1		23
04:30	0	20	*	*	*	*	0		20
04:45	1	25	*	*	*	*	1		25
05:00	3	25	*	*	*	*	3		25
05:15	2	26	*	*	*	*	2		26
05:30	3	23	*	*	*	*	3		23
05:45	8	20	*	*	*	*	8		20
06:00	6	22	*	*	*	*	6		22
06:15	6	23	*	*	*	*	6		23
06:30	7	26	*	*	*	*	7		26
06:45	6	21	*	*	*	*	6		21
07:00	12	17	*	*	*	*	12		17
07:15	23	16	*	*	*	*	23		16
07:30	25	18	*	*	*	*	25		18
07:45	32	16	*	*	*	*	32		16
08:00	40	8	*	*	*	*	40		8
08:15	25	10	*	*	*	*	25		10
08:30	12	11	*	*	*	*	12		11
08:45	14	12	*	*	*	*	14		12
09:00	13	11	*	*	*	*	13		11
09:15	12	17	*	*	*	*	12		17
09:30	12	7	*	*	*	*	12		7
09:45	9	4	*	*	*	*	9		4
10:00	8	4	*	*	*	*	8		4
10:15	11	4	*	*	*	*	11		4
10:30	14	3	*	*	*	*	14		3
10:45	16	7	*	*	*	*	16		7
11:00	18	8	*	*	*	*	18		8
11:15	11	1	*	*	*	*	11		1
11:30	26	4	*	*	*	*	26		4
11:45	11	2	*	*	*	*	11		2
Total	402	739	0	0	0	0	402	739	
Combined		1141							1141
Peak Hour	07:30	03:30					07:30		
Volume	122	103					122		
P.H.F.	.76	.75					.76		

ADTs

I/S Comparison
1996-2000

9/13/01

TYPE	1996	1997	1998	1999	2000	2001
REVENUE						
General Fund						
Income Tax	854,947.00	919,037.00	881,694	911,215	916,909	942,000
Property Tax	444,083.00	468,812.00	308,629	378,511	506,423	500,823
Inheritance Tax	44,404.00	79,175.00	98,701	158,912	123,834	30,000
Waste Collection	108,786.00	123,750.00	144,952	136,187	135,338	195,000
Other	274,957.00 *	340,547.00 *	333,658 *	407,154 *	369,223	276,100
Property Sale					207,500	220,000
Tax Anticipation Note		250,000.00				
Total General Fund	<u>1,727,177.00</u>	<u>2,181,321.00</u>	<u>1,767,634</u>	<u>1,991,979 **</u>	<u>2,259,227</u>	<u>2,163,923</u>
Street Fund	26,524.00	201,381.00	211,204	202,584	189,864 a	189,000
State Highway Fund	9,674.00	13,425.00	13,691	12,334	11,753 a	11,150
Fire Fund	144,027.00	147,336.00	169,946	21,640	16,520 a	
Tax Anticipation Property Tax			161,995	103,754		
Stewart Rd. Fund					134,650	674,250
Other	16,496.00	4,968.00	64,627	22,760	46,685 a	26,000
Advances In				20,000		
Transfers In	148,000.00	117,125.00	123,845	154,545	120,445	121,300
Fire District Note				400,000		
Bond Renewal	396,600.00	396,600.00	396,600	346,600	274,477	204,477
TOTAL REVENUE	<u>2,468,498.00</u>	<u>3,062,156.00</u>	<u>2,909,542</u>	<u>3,276,196 **</u>	<u>3,053,621</u>	<u>3,390,100</u>
EXPENDITURES						
General Fund						
General Expenditures	1,900,245.00 *	1,793,030.00 *	1,615,594 *	1,714,435	1,781,707	1,901,302
Audit Adjustment				40,466		
Advances Out				20,000		
Transfers Out	148,000.00	53,199.00	81,200	154,545	120,445	121,300
Total General Fund	<u>2,048,245.00</u>	<u>1,846,229.00</u>	<u>1,696,794</u>	<u>1,929,446</u>	<u>1,902,152</u>	<u>2,022,602</u>
Street Fund	111,101.00	198,142.00	107,324	110,644	268,719 b	314,425
State Highway Fund	5,695.00	4,627.00	33,571	37,419	6,476 b	8,800
Fire Fund	281,304.00	264,927.00	260,486	108,354	23,087 b	3,300
Fire District Fund				106,872	303,643	16,400
Other	28,672.00	93,708.00	79,264	140,906	54,501 b	63,936
Stewart Rd. Fund					22,250	821,645
Audit Adjustment				(40,466)	49,954	
Transfers Out		63,926.00	42,645	74,582		
Tax Anticipation Note Principal			50,000	200,000		
Fire District Note Principal					26,200	36,600
Bond Principal	396,600.00	396,600.00	396,600	396,600	346,600	274,477
TOTAL EXPENDITURES	<u>2,871,617.00</u>	<u>2,868,159.00</u>	<u>2,666,684</u>	<u>3,064,357</u>	<u>3,003,582</u>	<u>3,562,185</u>
NET CHANGE IN FUNDS						
General Fund	(321,068.00)	335,092.00	70,840	62,533	357,075	141,321
All Other Funds	(82,051.00)	(141,095.00)	172,018	149,306	(307,036)	(313,406)
TOTAL CHANGE	<u>(403,119.00)</u>	<u>193,997.00</u>	<u>242,858</u>	<u>211,839</u>	<u>50,039</u>	<u>(172,085)</u>

* Includes earnings tax fund monies

** Includes 70,000 add'l inheritance tax and 20,000 advance to the fire fund.

a: Certificate of Resources not amended

b: Appropriation Ordinance not amended

ADDITIONAL SUPPORT INFORMATION

For Program Year 2002 (July 1, 2002 through June 30, 2003), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant shall also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

1) What is the condition of the existing infrastructure that is to be replaced or repaired?

Give a brief statement of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

The existing asphalt concrete roadway surface exhibits multiple cracking and failure of joints in the concrete roadway base. Surface water penetrates the cracks, causing further deterioration of the concrete base and softening of subgrades. During cold winter weather, the moisture seeping into the joints freezes causing heaving and further structural deterioration. Concrete curbs are heavily deteriorated in some areas, and the roadway has been overlaid resulting in very little remaining curb reveal to keep vehicles on the pavement and control stormwater. There have been a series of watermain breaks under the pavement on Stoll Lane, resulting in the washout of some subgrade materials and sanitary sewer backfill materials and settlement of sections of the roadway pavements. Last winter, the pavements had settled around an MSD manhole located near Elwynne Drive to the point that snow plow trucks could not pass across it and the crown of the road at the manhole had to be barricaded off with cones. The existing storm sewer inlets are in need of repairs.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Reconstruction of the south section of Stoll Lane will eliminate the safety hazard joints heaved over four inches in height during cold winter weather. The raised joints and protruding manholes could potentially cause damage to automobile suspensions and loss of control of vehicles. Placements of curb ramps will provide better access for school children and residents.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Replacement of storm sewer inlets will provide better capacity to collect and control storm water flows. New curbs will have better height to properly control stormwater, and prevent it from flowing towards sidewalks and residential properties.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Stoll Lane Improvements

Priority 2 _____

Priority 3 _____

Priority 4 _____

Priority 5 _____

5) Will the completed project generate user fees or assessments?

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.).

No X Yes _____ If yes, what user fees and/or assessments will be utilized?

6) Economic Growth - How will the completed project enhance economic growth?

Give a statement of the projects effect on the economic growth of the service area (be specific).

This project will serve to maintain values of adjacent residential properties. Currently the aesthetics and function of the roadway infrastructure is unacceptable.

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application for Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application for Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must be filed by August 10th of this year for this project with the Hamilton County Engineer's Office. List below, the source(s) of all "other" funding

None

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the District?

Describe how the proposed project will alleviate serious traffic problems or hazards (be specific).

The deteriorated concrete joints become raised during cold winter weather, posing a hazard to motorists, (see photos provided). Replacement of pavements will prevent the potential loss of control of vehicles caused by the deteriorated joints.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO's "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS _____ Proposed LOS _____

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

N/A

10) IF SCIP / LTIP funds are granted, when would the construction contract be awarded?

If SCIP / LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1, of this year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of Months 2

- a.) Are preliminary plans or engineering completed? Yes _____ No x N/A _____
- b.) Are detailed construction plans completed? Yes _____ No x N/A _____
- c.) Are all utility coordination's completed? Yes _____ No x N/A _____
- d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No x N/A _____

If no, how many parcels needed for project? 0 Of these, how many are: Takes _____
Temporary _____
Permanent _____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

N/A

- e.) Give an estimate of time needed to complete any item above not yet completed. 4 Months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Stoll Lane provides an access point to Montgomery Road from residential streets to the south, including Oak, Elwynne and provides access to Silverton school.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weigh limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

No ban

Will the ban be removed after the project is completed? Yes _____ No _____ N/A x

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 1,141 x 1.20 = 1,369 Users

Water / Sewer: Homes _____ x 4.00 = _____ Users

15) Has the jurisdiction enacted the optional \$5.00 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.

Operational \$5.00 License Tax	<u>YES</u>	Specify type <u>Hamilton Co. License Tax by agreement</u>
Infrastructure Levy	<u>NO</u>	Specify type _____
Facility Users Fee	<u>YES</u>	Specify type <u>Park Facilities, including Pavilions, Ball Fields</u>
Dedicated Tax	<u>NO</u>	Specify type _____
Other Fee, Levy or Tax	<u>YES</u>	Specify type <u>Fire District Levy, Brush / Leaf Collections, Waste Collection, Administrative Fee for Development Review</u>

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? X YES _____ NO (ANSWER REQUIRED)

Note: Answering "YES" will not increase your score and answering "NO" will not decrease your score.

SCIP/LTIP PROGRAM
ROUND 16 - PROGRAM YEAR 2002
PROJECT SELECTION CRITERIA
JULY 1, 2002 TO JUNE 30, 2003

NAME OF APPLICANT: CITY OF SILVERTON
NAME OF PROJECT: STOLL LANE
RATING TEAM: A

NOTE: See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system.

CIRCLE THE APPROPRIATE RATING

- 1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed
23 - Critical
20 - Very Poor
17 - Poor
15 - Moderately Poor
10 - Moderately Fair
5 - Fair Condition
0 - Good or Better

TEAM 1

Elwynne to Oak (15) $\approx 1300'$
Oak to school (5) $\approx 1300'$
School to Mount. (17) $\approx 500'$

MOST JOINTS
BAD
POUGH

SURFACE O.K. FOR
CURBS PART OR
MOST HAVE
WOULD BEEN "20"
Appeal Score

- 2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
0 - No measurable impact

Appeal Score

- 3) How important is the project to the health of the Public and the citizens of the District and/or service area?

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
0 - No measurable impact

Appeal Score

- 4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

25 - First priority project
20 - Second priority project
15 - Third priority project
10 - Fourth priority project
5 - Fifth priority project or lower

Appeal Score

- 5) Will the completed project generate user fees or assessments? -

10 - No
0 - Yes

Appeal Score

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

10 – The project will directly secure significant new employment

Appeal Score

7 – The project will directly secure new employment

5 – The project will secure new employment

3 – The project will permit more development

0 – The project will not impact development

7) Matching Funds - LOCAL

10 - This project is (a loan) or credit enhancement

10 – 50% or higher

8 – 40% to 49.99%

6 – 30% to 39.99%

4 – 20% to 29.99%

2 – 10% to 19.99%

0 – Less than 10%

8) Matching Funds - OTHER

10 – 50% or higher

8 – 40% to 49.99%

6 – 30% to 39.99%

4 – 20% to 29.99%

2 – 10% to 19.99%

1 – 1% to 9.99%

0 – Less than 1%

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district? (See Addendum for definitions)

10 - Project design is for future demand.

Appeal Score

8 - Project design is for partial future demand.

6 - Project design is for current demand.

4 - Project design is for minimal increase in capacity.

2 - Project design is for no increase in capacity.

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

8/15/02

5 - Will be under contract by December 31, 2002 and no delinquent projects in Rounds 13 & 14

3 - Will be under contract by March 31, 2003 and/or one delinquent project in Rounds 13 & 14

0 - Will not be under contract by March 31, 2003 and/or more than one delinquent project in Rounds 13 & 14

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc. (See Addendum for definitions)

10 - Major impact

Appeal Score

8 -

6 - Moderate impact

4 -

2 - Minimal or no impact

12) What is the overall economic health of the jurisdiction?

- 10 Points
- 8 Points
- 6 Points
- 4 Points
- 2 Points

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

- 10 - Complete ban, facility closed
- 8 - 80% reduction in legal load or 4-wheeled vehicles only
- 7 - Moratorium on future development, *not* functioning for current demand
- 6 - 60% reduction in legal load
- 5 - Moratorium on future development, functioning for current demand
- 4 - 40% reduction in legal load
- 2 - 20% reduction in legal load
- 0 - Less than 20% reduction in legal load

Appeal Score

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

- 10 - 16,000 or more
- 8 - 12,000 to 15,999
- 6 - 8,000 to 11,999
- 4 - 4,000 to 7,999
- 2 - 3,999 and under

1,369

Appeal Score

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide documentation of which fees have been enacted.)

- 5 - Two or more of the above
- 3 - One of the above
- 0 - None of the above

Appeal Score

ADDENDUM TO THE RATING SYSTEM

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

Criterion 2 – Safety

The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (e.g. widening existing roadway lanes to standard widths, adding lanes to a roadway or bridge to increase capacity or alleviate congestion, replacing non-functioning hydrants, increasing capacity to a water system, etc. Documentation is required.)

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Criterion 3 – Health

The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area (e.g. Improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.)

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Criterion 4 – Jurisdiction's Priority Listing

The jurisdiction **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Directly secure significant new employment: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

Directly secure new employment: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

Secure new employment: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

<u>Design Year</u>	<u>Design year factor</u>		
	<u>Urban</u>	<u>Suburban</u>	<u>Rural</u>
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes

Minimal / No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.